

Hanscom Field Advisory Commission
Minutes
October 21, 2008
Prepared by Massport Staff

- 1. September Minutes:** Hank Manz requested that the September HFAC Minutes be updated to adequately portray that the four towns' Boards of Selectman strongly support Hanscom Air Force Base. He also noted that the HFAC website has been updated with reports and Minutes.

- 2. 2007 Annual Noise Report:** Sara Arnold presented the annual noise report. After reviewing the data and analysis of operations and noise, she emphasized that Massport strongly encourages quiet flying practices at Hanscom through several efforts. Pilots are asked to watch a noise abatement video during the badging process and there are signs and posters on and off the airfield that remind pilots to follow recommended noise abatement procedures. In addition, Massport is part of Sound Initiative, which is comprised of General Aviation airports that are lobbying Congress to pass legislation that will phase out the use of all Stage 1 and 2 aircraft in the U.S.

In response to questions, S. Arnold explained that:

- The numbers of operations identified in the report for each aircraft category are estimates. The number of helicopter operations is particularly difficult to quantify. If a training helicopter is conducting practice landings, the FAA counts these as "Touch and Goes/Local".
 - Commercial carrier service (using turboprop aircraft) began in late 1999, causing the noticeable increase in turboprop operations starting in 2000. The service ended in early 2008.
 - There is a noticeable increase in night operations starting in 1996 because Boston Medflight began operating out of Hanscom in late 1995. Boston MedFlight responds to emergencies at all hours of the day or night. The exempt night helicopter operations are MedFlight activity.
 - Other night fee exemptions include Angel Flights, military aircraft, Civil Air Patrol operations, and based aircraft that were delayed by weather, mechanical, or FAA related issues.
 - Very Light Jet activity is present at Hanscom but activity is low.
 - Some airports, such as Logan, have designated flight paths. Where achievable, flight paths are designed to pass over uninhabited or rural areas. Some of Logan's arrival and departure flight paths go over water or public open space, helping to minimizing the noise impacts on surrounding residential communities. Developing recommended flight paths for Hanscom would pose a serious challenge.
- 3. Monthly Noise Report:** Sara Arnold presented the monthly noise report. In response to questions, S. Arnold explained that:

- The 2007 total year EXP was inadvertently omitted from the page 2 table and will be added.
- The online Noise System's development and testing is ongoing and not yet ready for public use.

4. Capital Projects: In response to questions, Dorothy Steele and S. Arnold explained that:

- Massport is working with the Department of Environmental Protection and the Air Force to address storm water flow to the Shawsheen River. Massport has installed weirs and removed sedimentation to reduce peak flows during storm events.
- To prevent pollution of the Shawsheen River, Massport has training on how to prevent spills and what to do in the event of a spill. There are oil-water separators, and booms at the headwaters of the Shawsheen which are inspected regularly. Although spills in recent years have been minimal, Massport has a contract with Clean Harbors for any clean-up that may be required.
- Massport began using a deicer on the runways a number of years ago. The substance used was chosen because studies indicated that it would not adversely affect the water supply. It is expensive and is used sparingly. Massport staff will locate a report on the substance's use and/or determine whether related information was included in the ESPR for the Committee's review.
- The Concord Conservation Commission has scheduled a meeting to review a Massport filed Notice of Intent regarding a proposal to move a security fence and to rehabilitate an access road. The road, which is normally used by the FAA to access their equipment on the approach to Runway 11, was noticed to need rehabilitation while being utilized during Runway Safety Area construction. The current fence is obscured by vegetation and needs to be relocated into a more visible location for security purposes.
- Katie Winchell, Save Our Heritage, noted that Save Our Heritage had contacted John Silva at the FAA regarding the scheduling of a Hangar 24 Section 106 consulting party meeting. Silva informed them that no meeting has been scheduled and that the FAA has not completed the Environmental Assessment of Hangar 24.

5. Other: D. Steele said that there have been no contacts with commercial or cargo carrier operators.

The next meeting is scheduled for Tuesday, November 18th, at 7 p.m.